

Page 92-Paragraph 1836 through Paragraph 1837: Delete.
(CL 323/98; FR 3/5/98)

Page 126-Paragraph 3070 through Page 127-Paragraph 3081;
read:

**• 165.1301 Puget Sound and Adjacent Waters in
Northwestern WashingtonCRegulated Navigation Area.**

The following is a regulated navigation areaC All of the following northwestern Washington waters under the jurisdiction of the Captain of the Port, Puget Sound: Puget Sound, Hood Canal, Possession Sound, Elliott Bay, Commencement Bay, the San Juan Archipelago, Rosario Strait, Guemes Channel, Bellingham Bay, U.S. waters of the Strait of the Strait of Juan de Fuca, Haro Strait, Boundary Pass, and Georgia Strait, and all lesser bays and harbors adjacent to the above.

(a) Definitions as used in this section:

(1) Vessels engaged in fishing are as identified in the definition found in Rule 3 of the International Regulations for Prevention of Collisions at Sea, 1972, (72 COLREGS), found in Appendix A, Part 81 of this chapter.

(2) Hazardous levels of vessel traffic congestion are as defined at the time by Puget Sound Vessel Traffic Service.

(b) Nothing in this section shall be construed as relieving any party from their responsibility to comply with applicable rules set forth in the 72 COLREGS.

(c) General Regulations: The provisions of this paragraph apply at all times.

(1) Vessels engaged in fishing or other operationsCthat are distinct from vessels following a TSS or a connecting precautionary area east of New Dungeness and which are not required by the Bridge to Bridge Radiotelephone Regulations to maintain a listening watch, are highly encouraged to maintain a listening watch on the Puget Sound Vessel Traffic Service (PSVTS) VHF-FM radio frequency for the area in which the vessel is operating. A safe alternative to the radio listening watch is to stay clear of the TSS and connecting precautionary area.

(2) Vessels engaged in gill net fishing at any time between sunset and sunrise in any of the waters defining the regulated navigation area of this section shall, in addition to the navigation lights and shapes required by Part 81 of this title (72 COLREGS), display at the end of the net most distant from the vessel on all-round (32-point) white light visible for a minimum of two nautical miles and displayed from at least three feet above the surface of the water.

(3) Vessels engaged in fishing, including gill net and purse

(1) Commander, Thirteenth Coast Guard District may, upon

seine fishing, are prohibited in the following Prohibited Fishing Area: The Hood Canal Bridge, to include the waters within a one-half nautical mile radius of the center of the main ship channel draw span during the immediate approach and transit of the draw by public vessels of the United States.

(4) East of New Dungeness, vessels engaged in fishing in a traffic lane or connecting precautionary area shall tend nets or other gear placed in the water so as to facilitate the movement of the vessel or gear from the traffic lane or precautionary area upon the approach of a vessel following the TSS.

(d) Congested Regulations: The provisions under this paragraph apply only when imposed in specific locations by Puget Sound Vessel Traffic Service. They are intended to enhance vessel traffic safety during periods and in locations where hazardous levels of vessel traffic congestion are deemed to exist by Puget Sound Vessel Traffic Service. Operations potentially creating vessel traffic congestion include, but are not limited to, vessels engaged in fishing, including gill net, or purse seine, recreational fishing derbies, regattas, or permitted marine events.

(1) Vessels engaged in fishing or other operationsCthat are distinct from vessels following a Traffic Separation Scheme (TSS) or a connecting precautionary area east of New Dungeness, may not remain in, nor their gear remain in, a traffic lane or a connecting precautionary area east of New Dungeness when a vessel following a TSS approaches. Such vessels not following a TSS or a connecting precautionary area shall draw in their gear, maneuver, or otherwise clear these areas so that their action is complete at least fifteen minutes before the arrival of a vessel following the TSS. Vessels which are required by this paragraph to remain clear of a connecting precautionary area east of New Dungeness or a traffic lane must also remain clear of the adjacent separation zone when in a TSS east of New Dungeness.

(2) A vessel following the TSS may not exceed a speed of 11 knots through the water.

(3) Vessels engaged in fishing, including gill net and purse seine fishing, are prohibited in the following Prohibited Fishing Area: Edmonds/Kingston ferry crossing lanes, to include the waters within one-quarter nautical mile on either side of a straight line connecting the Edmonds and Kingston ferry landings during the hours that the ferry is operating.

(e) Authorization to deviate from this section.

written request, issue an authorization to deviate from this

section if the proposed deviation provides a level of safety equivalent to or beyond that provided by the required procedure. An application for authorization must state the need for the deviation and describe the proposed alternative operation.

(2) PSVTS may, upon verbal request, authorize a deviation from this section for a voyage, or part of a voyage, if the proposed deviation provides a level of safety equivalent to or beyond that provided by the required procedure. The deviation request must be made well in advance to allow the requesting vessel and the Vessel Traffic Center (VTC) sufficient time to assess the safety of the proposed deviation. Discussions between the requesting vessel and the VTC should include, but are not limited to, information on vessel handling characteristics, traffic density, radar contracts and environmental conditions.

(3) In an emergency, the master, pilot, or person directing the movement of the vessel following the TSS may deviate from this section to the extent necessary to avoid endangering persons, property, or the environment, and shall report the deviation to the VTC as soon as possible.

(CL 324/98; FR 2/17/99)

Page 217-Paragraph 170, lines 4-6; read:

Rock, marked by a lighted buoy equipped with a racon.
(NOS 18650)

Page 223-Paragraph 246, lines 5-6; read:

range and two private lights, had a reported controlling depth of 9 feet in 1994. The front range light is usually difficult to see because of ...

(CL 1461/98)

Page 227-Paragraph 280, lines 3-4; read:

42 feet; Oakland Inner Channel to the end of Brooklyn Basin South Channel, 42 feet, thence 42 feet to Tidal Canal. (See ...
(NOS 18650)

Page 291-Paragraph 83, lines 3-5; read:

Washington side. In April 1999, the controlling depth (left outside quarter) was 4 feet in the entrance channel to the basin.
(CL 890/99; NOS 18521)

Page 349-Paragraph 62, line 2, read:

the S ends of Marrowstone and Indian Islands. A 12-fathom shoal, ...

(NOS 18441)

Page 351-Paragraph 88, lines 7-8; read:

was 12 feet through the entrance; thence in June 1999, there was a reported depth of 9 feet inside the marina with lesser depths at the sides. Open and ...

(CL 1142/99)

State of Hawaii, Pier 27: 885-foot-long face, 150 feet outside;

Page 417-Paragraph 602 through Page 418-Paragraph 620; read:

State of Hawaii, Diamond Head Terminal, Piers 1 and 2: bulkhead wharf on E side of entrance channel; 2,967 feet long, 34 to 39 feet alongside; deck height, 7 feet; about 29 acres of paved open storage; receipt and shipment of general and containerized cargo, shipment of molasses; owned and operated by the State of Hawaii, Department of Transportation, Harbors Division.

State of Hawaii, Pier 8: 595 feet long; 34 feet alongside; deck height, 7 feet; Aloha Tower Marketplace is located at rear in former transit shed; owned and operated by the State of Hawaii, Department of Transportation, Harbors Division.

State of Hawaii, Pier 9, 608 feet long; Piers 9, 10, and 11, 956 feet long ; 34 feet alongside; deck height, 7 feet; Aloha Tower is located on pier; boarding and disembarking passengers; owned and operated by the State of Hawaii, Department of Transportation, Harbors Division.

State of Hawaii, Piers 19 and 20: 1,060 feet long; 32 to 34 feet alongside; deck height, 6 feet; about 2.5 acres of open storage; mooring company-owned towboats and barges; mooring pilot boat; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Sause Brothers, Inc.

State of Hawaii, Pier 21: 425 feet long; 35 feet alongside; deck height, 6 feet; mooring, repairing, fueling, and dispatching company-owned floating equipment; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Hawaiian Tug & Barge, an HEI Co. and Smith Maritime.

State of Hawaii, Piers 22-23: 890 feet long; 30 feet alongside; deck height, 6 feet; 26,000-ton grain elevator; receipt of grain; owned by Department of Transportation, Harbors Division; operated by Hawaiian Flour Mills (HFM); Hawaiian Tug & Barge, an HEI Co. and Smith Maritime.

State of Hawaii, Piers 24-25: 935 feet long; 20 to 30 feet alongside; deck height, 6 feet; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; mooring company-owned towboats, barges, and floating equipment; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers Ltd. and Hawaiian Tug & Barge Co.

State of Hawaii, Pier 26: 695 feet long; 22 to 29 feet alongside; deck height, 6 feet; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers Ltd.

29 feet alongside face; deck height, 7 feet; receipt and shipment

of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers Ltd.

State of Hawaii, Piers 28 and 29: 1,290 feet long; 28 to 30 feet alongside; deck height, 7 feet; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers, Ltd.

Chevron Products Co., Honolulu Pier 30: 270 feet long; 30 to 31 feet alongside; deck height, 6 to 7 feet; receipt and shipment of petroleum products; bunkering vessels; owned and operated by Chevron Products Co., Inc.

State of Hawaii, Piers 31A, 31, 32 and 33: 1,440 feet long, 34 feet alongside; deck height, 7 feet; about 5 acres of open storage; receipt and shipment of conventional general cargo in foreign and domestic trade; receipt of lumber, automobiles, caustic soda, and miscellaneous bulk commodities; bunkering vessels; owned and operated by the State of Hawaii, Department of Transportation, Harbors Division.

State of Hawaii, Pier 34: 550 feet long; 34 feet alongside; deck height, 7 feet; receipt of petroleum products, shipment of bulk cement, bunkering vessels; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Tosco Distribution Co.; Tesoro Petroleum Corp.; and Hawaiian Cement Corp.

State of Hawaii, Pier 35: 705 feet long; 17 to 34 feet alongside; deck height, 7 feet; mooring company-owned vessels; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by the State of Hawaii, Department of Transportation, Harbors Division; and Smith Maritime.

State of Hawaii, Pier 36: 68-foot-long face, 34 feet alongside; lower side 546 feet, 34 feet alongside; upper side 432 feet, 6-20 feet along side; deck height, 7 feet; mooring fishing vessels; mooring company-owned floating equipment; handling equipment, materials, and supplies; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by the State of Hawaii, Department of Transportation, Harbors Division and P&R Water Taxi, Ltd.

State of Hawaii, Pier 39: 105-foot-long face, 32 feet alongside; lower side 1, 213 feet long, 24 to 32 feet alongside; upper side 1,025 feet long, 33 feet alongside; deck height, 8 feet; about 92 acres of open storage; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers, Ltd.

State of Hawaii, Pier 40: lower and upper sides 1,005 feet long; 25 to 32 feet along lower side, 27 to 33 feet along upper side; face 250 feet long, 33 feet alongside; deck height, 8 feet; about 13 acres open storage; receipt and shipment of

conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; mooring company-owned floating equipment; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers, Ltd.

State of Hawaii, Pier 51A: 556 foot face; 39 feet alongside; deck height, 8 feet; receipt and shipment of containerized general cargo in foreign and domestic trade; receipt of petroleum products; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Sea-Land Service, Inc. and Airport Group International, Inc.

State of Hawaii, Piers 51B and 51C: 1,346-foot face; 39 feet alongside; deck height, 8 feet; two 37-ton cranes; receipt and shipment of containerized and roll-on/roll-off general cargo in foreign and domestic trade; receipt and shipment of molasses; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Matson Terminals, Inc.

Piers 52A, 52B, and 53: total length, 3,000 feet; 40 feet alongside; deck height, 8 feet; seven cranes to 45 tons; receipt and shipment of containerized and roll-on/roll-off general cargo and automobiles in inter-island trade; receipt and shipment of molasses; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Matson Terminals, Inc. and Alexander & Baldwin, Inc.

(PS 50/99; CL 1565/99)

Page 419-Paragraph 660, line 6; read:
0.3 mile inland show up against a dark background. In November 1999, suspected live ordnance was reported about 2 miles SW of Kaneilio Point inside the following coordinates:
21°26'23"N., 158°12'11"W.; 21°26'23"N., 158°12'38"W.;
21°25'26"N., 158°12'38"W.; 21°25'26"N., 158°12'11"W.

(45/99 CG14)

Page 444-Paragraph 72, lines 2-3; read:
entered through a channel dredged to 33 feet (10 meters), about 400 feet wide in 1997.

(NOS 81076)